

The seal of the California Highway Patrol is a five-pointed star. The outer points of the star are filled with a decorative, repeating floral or leaf pattern. The center of the star contains a circular emblem. The words "CALIFORNIA HIGHWAY PATROL" are written in a circular border around the top half of the inner circle. Inside this circle is a smaller circular scene depicting a landscape with a winding road, a bridge, and a figure on horseback. Below the landscape, the word "EUREKA" is visible. At the very bottom of the inner circle, there is a small emblem that appears to be a shield or a crest.

[illegible]



Photo by Michael Wong, Graphic Services Unit

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor
Dale E. Bonner, Secretary
Business, Transportation and Housing Agency

CALIFORNIA HIGHWAY PATROL

J. A. Farrow, Commissioner

OFFICE OF ASSISTANT COMMISSIONER, LEADERSHIP DEVELOPMENT AND COMMUNICATIONS

R. C. Prieto, Assistant Commissioner
J. B. Rodriguez, Chief
S. R. Howland, Assistant Chief

OFFICE OF COMMUNITY OUTREACH AND RECRUITMENT

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Gregg Peterson, Assistant Editor

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Joe McHugh, Sr. Photographer
Michael Wong, Sr. Photographer

Cover Photos:
1929 Hudson Coupe
2009 Dodge Charger





2009 PERSPECTIVES

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2009 Academy EVOC Demonstration
Photo by Michael Wong

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COMMISSIONER'S *message*



J. A. FARROW, Commissioner

**On August 14, 1929,
independent motorcycle
squads from California's
far-flung counties were
drawn into a unified
state traffic organization.
The officers, with widely
differing training and
equipment, now had
the benefit of statewide
academy training and a
single salary structure.**

Three-quarters of all officers in those days rode motorcycles, and they bought their own motorcycle boots, breeches, weapon and equipment. Officers had no radio. When the area office needed to contact them, a red flag was lofted at a predetermined location signaling them to call in.

This 80th anniversary edition of Perspectives highlights the immense shift in California's transportation landscape since those first days. In 1929, there were only 4,255 miles of paved road in the entire state. Today, the CHP alone has jurisdiction for over 100,000 miles of highway, not including most city and county roads. Motorists drove 23 billion miles in 1929; in 2008, they drove an estimated 322 billion.

Over the last 80 years, the Legislature has added a list of duties to the CHP's traffic enforcement tasks, including auto theft investigation, dignitary protection, commercial vehicle enforcement, gang suppression, protection of state property and assets and homeland security. Some of those duties were added when the CHP merged with the California State Police in 1995.

To meet new responsibilities, the CHP is building an organization for the emerging century. At every level, we're using technology to bridge the gap between the millions of cars on the road and limited officers and support staff. Science is giving us a helping hand in preventing and solving crimes, operating more efficiently, assisting allied agencies and saving energy. Our updated structure emphasizes community outreach, leadership training and independent assessment.

What hasn't changed since that hot summer day in 1929 is the CHP's work force, both uniformed and nonuniformed. Our employees' hard work and extraordinary sacrifice epitomizes the department's commitment to public safety. Californians can count on them to face the challenges of the next 80 years with pride and honor.

A handwritten signature in blue ink that reads 'J. A. Farrow'.

J. A. Farrow,
Commissioner

ORGANIZATIONAL *chart*



J. A. Farrow,
Commissioner



R. D. Carter,
Deputy
Commissioner



M. C. A. Santiago,
Assistant
Commissioner,
Inspector General



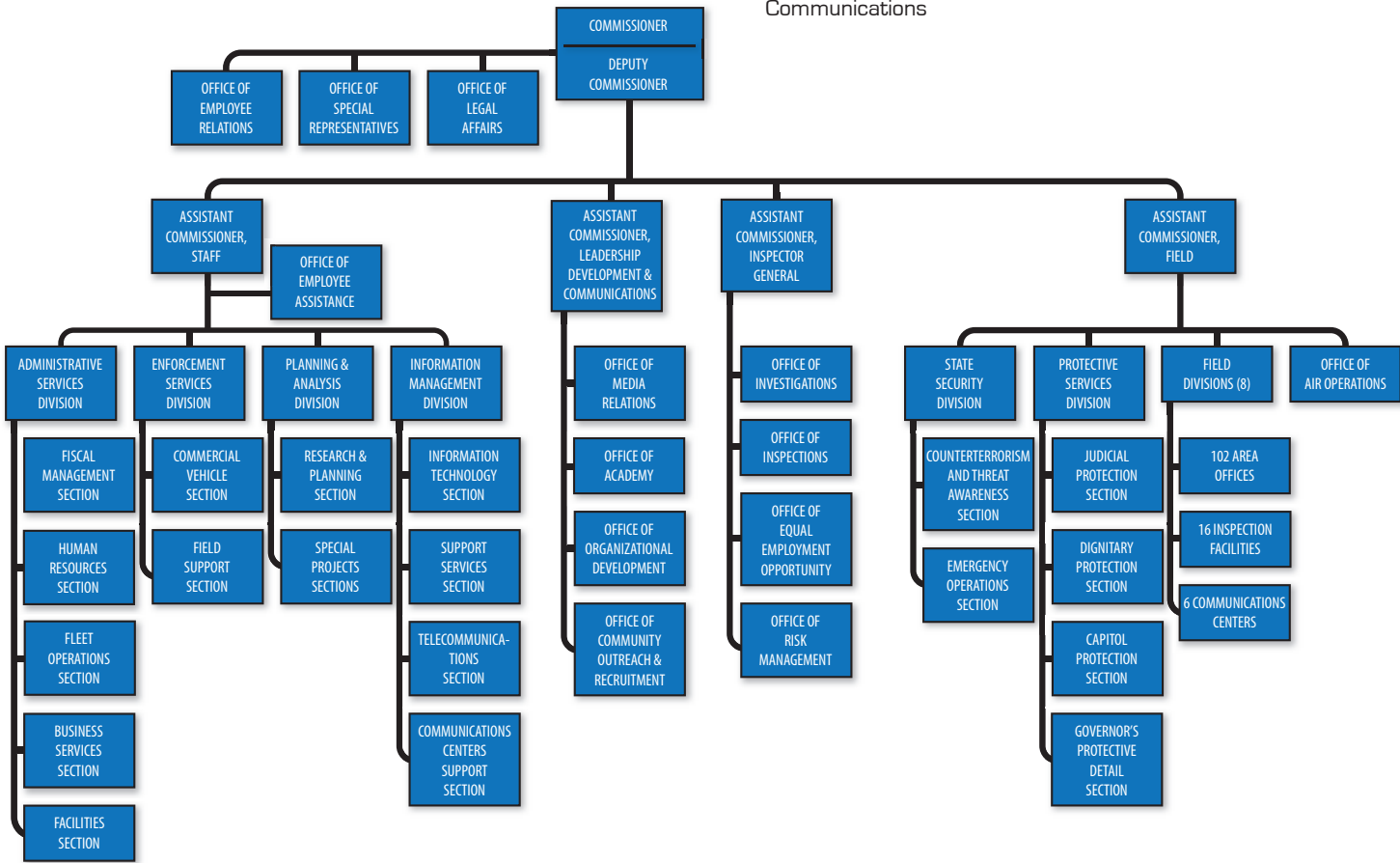
K. P. Green,
Assistant
Commissioner,
Staff Operations



R. C. Prieto,
Assistant
Commissioner,
Leadership
Development and
Communications



T. J. Clark,
Assistant
Commissioner,
Field Operations



CREATE A STRUCTURE *for the future*

*Double rainbow over the CHP Memorial Fountain
Photo by Officer Robert Stephano*





In 1929 the CHP was created, drawing the county motorcycle patrols into a single statewide organization that gave motorists consistency in enforcement. Patrol numbered 305 vehicles, primarily motorcycles, and 280 officers.

In 1947 the Legislature separated the CHP from the Department of Motor Vehicles and elevated it to departmental status. The title of commissioner was created.

COMMAND STRUCTURE REORGANIZATION

For the first time in nearly 40 years, the CHP has revised its structure. Two additional assistant commissioners have joined the team, one responsible for inspecting operations and performance, the other for training leaders and building community relationships.

Inspector General

The new Assistant Commissioner, Inspector General oversees workers compensation, fraud investigations, information technology security, equal employment opportunity programs, risk management, disability and retirement, occupational safety, financial and performance auditing/inspections and Citizens' Oversight Committee. The inspector general also serves as the chairperson of the departmental Occupational Safety Board.

The Office of the Inspector General is engaged in the ongoing process of risk analysis to identify processes or operations which create the greatest risk to the department. The strategy to mitigate these risks is based on a two-pronged approach: establish systems to make sure employees have the information and tools to do things right and then independently verify that tasks are done correctly.

Every command will be inspected, including headquarters and division offices. The foundational tool for the inspections will be self-assessments, which are subsequently audited by the inspector general.

In addition to identifying opportunities to improve, the self-assessment and audit will identify instances where a command has been particularly successful and will share those techniques with other commanders.



Early recruitment poster

In 1972 the CHP began the Career Opportunities Development Program, the forerunner of today's Office of Equal Employment Opportunity, to ensure minorities have equal access to vacant civil service positions.

In 1973 the Office of Internal Affairs was created from the former Office of Inspections.

Leadership Development and Communications

The post of Assistant Commissioner, Leadership Development and Communications (ACLDC) was created to enhance training and employee development at all levels of the department and expand the CHP's relationship with the public through partnerships and the media.

The new position oversees the offices of Community Outreach and Recruitment, the CHP Academy, Organizational Development and Media Relations and has already begun the process to further develop these areas.

Leadership succession is an essential focus of the new command. As today's top management retires, the department is actively planning to train future leaders. A new coaching and mentorship program has been developed by a hand-picked task force to encourage employee transitions to new ranks, classifications and assignments. The program will be implemented first at the command level. A stair-step approach to employee development has been created to grow career employees or prepare for promotion. A formalized coaching/mentoring program and focused training courses, will cultivate a work force to meet the challenges of tomorrow.

In the area of public outreach, ACLDC is expanding the CHP's media presence statewide by putting out stories about the CHP's vital traffic safety work and giving commanders additional tools to build community relationships with government, schools, businesses and faith-based groups.

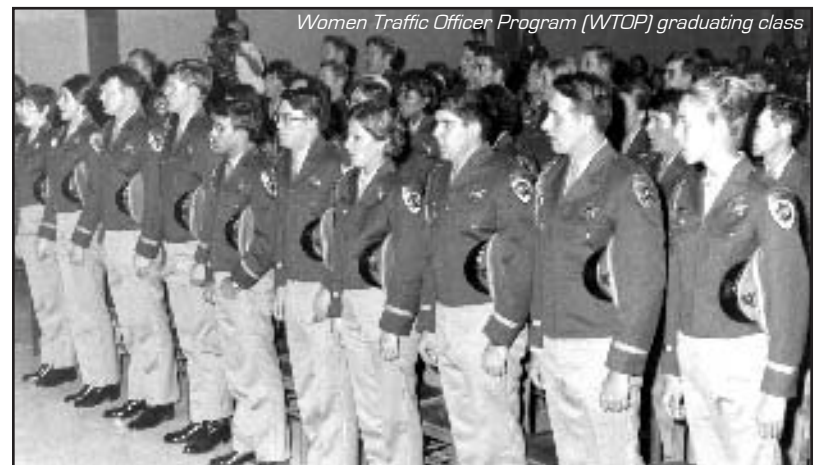
ACLDC is meeting the challenge of combined cadet classes of more than 400 members at the CHP academy. Attrition rates are being reduced through a myriad of efforts to enable the success of each potential officer.



In 1930 the CHP established the first academy, composed of two weeks of training at the former state fairgrounds in Sacramento.



In 1954 the CHP welcomed the inaugural class to its first permanent facility on Meadowview Road in Sacramento.



In 1974 the department launched a study to determine the feasibility of employing women as traffic officers.

Current CHP Academy location – West Sacramento, CA



Photos by Joe McHugh

In 1976 the academy moved to a 457-acre site in West Sacramento, where it remains today.



Photo by Erica Kubo

Squaw Valley, 1960



In 1960 the CHP converted a truck trailer into a media information center at the Olympic Games at Squaw Valley.



Commissioner Farrow addresses the press.

Photo by Michael Wang



HEADQUARTERS CONSOLIDATION

The CHP is consolidating its various headquarters offices, now scattered at six locations around Sacramento, into one high-tech, energy-saving campus.

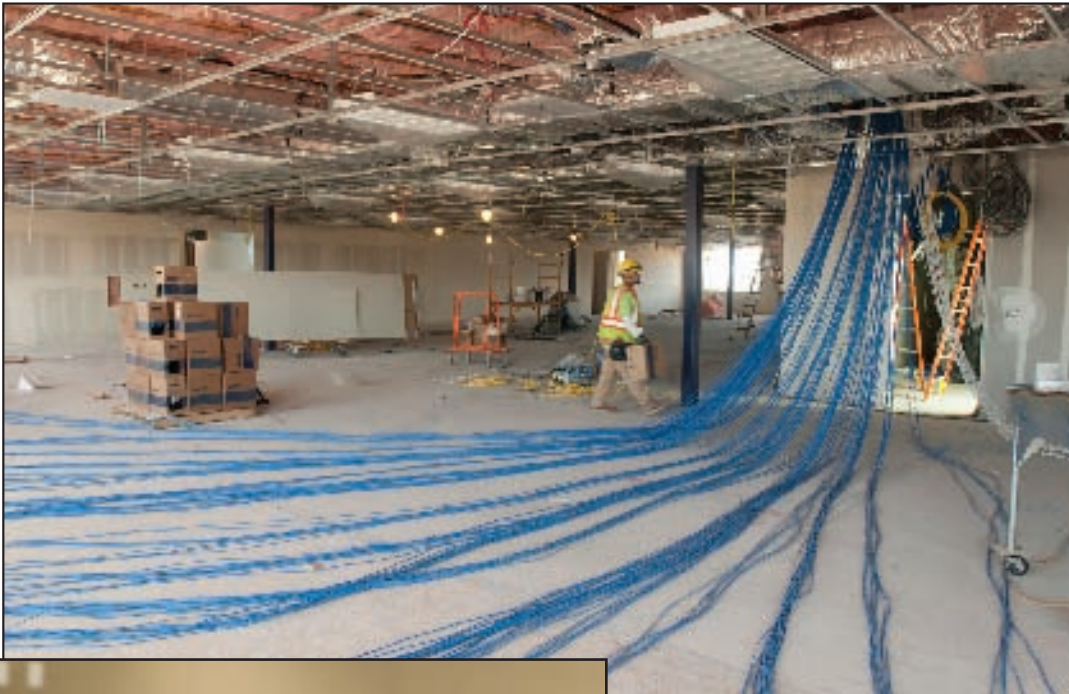
The interiors of three existing buildings in a former warehouse complex have been demolished and reconstructed using green and recycled materials. To save energy, lights click off when rooms are empty.

Telephones and the emergency paging and notification systems operate over a computer data network rather than on telephone and electrical wiring. This Voice over Internet Protocol (VoIP) saved nearly \$1 million in cabling and wiring costs.

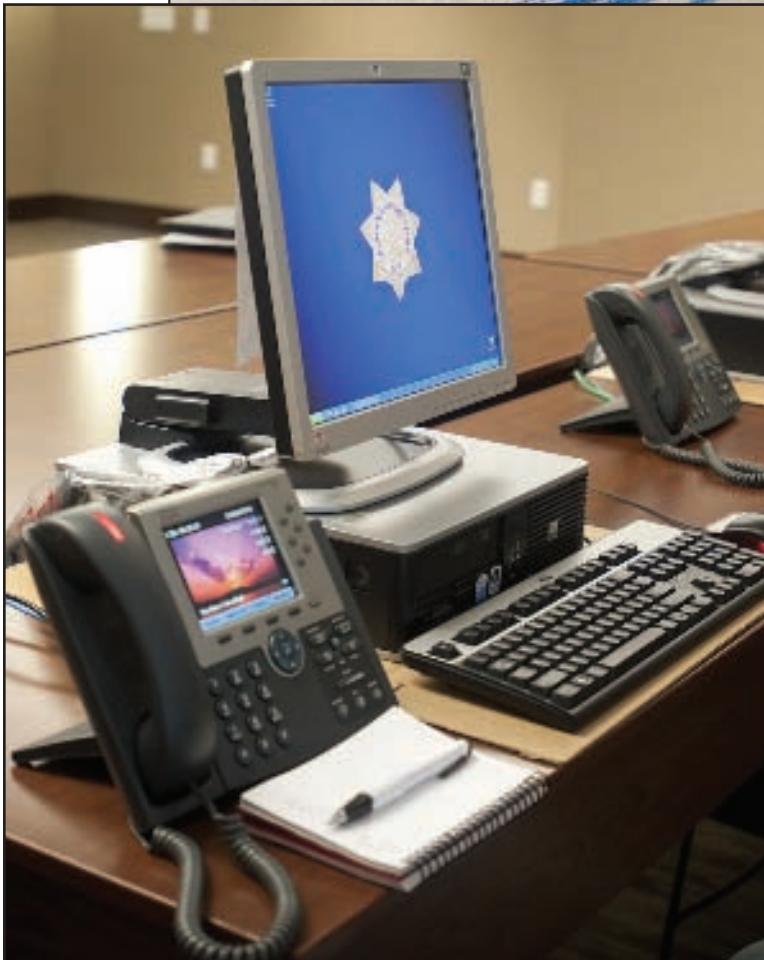
Architectural rendering of new Headquarters Campus



Headquarters consolidation (cont.)



Photos by Michael Wong



VoIP will harvest even greater savings by eliminating long-distance charges between offices as telephone calls are routed on the CHP computer network. Teleconferencing capability will cut travel costs.

High-speed fiber-optic cable serves the entire campus, and all computers are connected to one central server outfitted with modern switching equipment.

Wireless connectivity allows employees to access the department's network via laptop in a conference room or other campus location.

REDUCE *deaths and injuries*



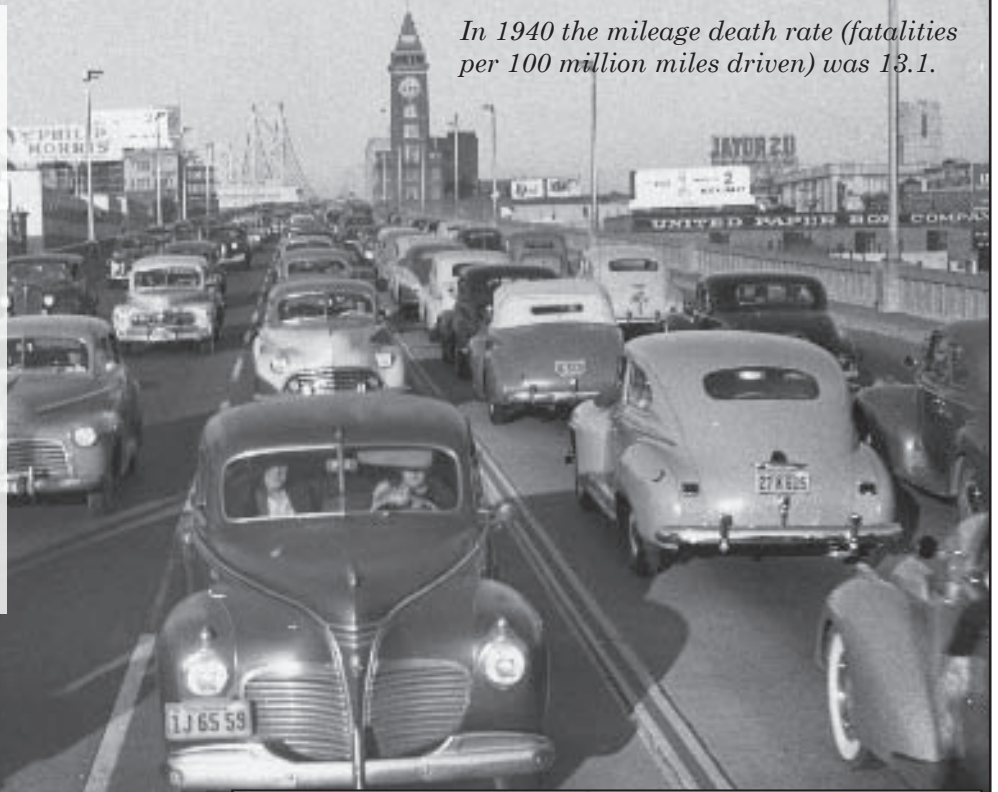
Photo by Joe McHugh

San Francisco Bay Bridge circa 1940

The mileage death rate dropped to the lowest level in history in 2008. The reduction continued a years-long decline in highway deaths, despite an explosion in the number of vehicles and licensed drivers on the road.

The department uses a proactive combination of high tech and basic enforcement to reduce deaths and injuries.

Mileage death rate in 1940: 13.1
Mileage death rate in 2008: 1.18
[provisional]



In 1940 the mileage death rate (fatalities per 100 million miles driven) was 13.1.

Photo courtesy of Caltrans



1950s officer and safety belt

In 1953 safety belts were installed in all new CHP vehicles.

In 1993 the primary safety belt law went into effect. It authorized officers to stop a driver when the driver and/or any passenger is riding unrestrained.

SAFETY BELTS

Californians buckled up in record numbers in 2008: 95.7 percent fastened their safety belts.

Between 2004 and 2008, officers wrote 1.2 million citations for failure to buckle up. In addition, the department used billboards, television and radio and other media to raise the public's awareness.



In the mid-1960s child safety seats went on the market, but they were a commercial flop.

In 1983 California law first required children to be restrained in a child safety seat until they were at least four years old or 40 pounds.

CHILD SAFETY SEATS

A record 94.4 percent of children were secured in safety seats in 2008.

The department's more than 800 certified child safety seat technicians and 19 certified instructors ensure that every CHP area office is a resource for proper installation and use.



Photo by Officer Michael Duenas

Officer Jeff Blum tests a DUI suspect with a portable evidential breath tester.

Photo by Sgt. Danny Lecce



Officer Joe Vega buckles a child properly.

In the mid to late 1970s drunk driving suspects first did the walk and turn as officers instituted field sobriety tests.

PORTABLE EVIDENTIAL BREATH TESTING

The department today is reducing alcohol-related injuries and fatalities by expanding use of portable evidential breath testers. The state Department of Justice and various county crime laboratories have distributed nearly 250 PEBT devices among CHP field offices.

PEBTs allow officers to conduct roadside breath tests as close as possible to the time of the offense and obtain the best evidence for prosecution of drunken driving offenders.



Portable Evidential Breath Testing

Photo by Sgt. Lecce



In 1937 the federal Interstate Commerce Commission established standards for commercial vehicle safety, including weight, equipment and driver qualifications.

In 1960 the CHP and the California Department of Transportation opened the first commercial inspection facility at Wheeler Ridge on Highway 99 (now Interstate 5) north of Los Angeles.

ASPEN

The CHP during 2009 began implementation of ASPEN, the federal commercial vehicle software program that tracks vehicle safety and driver certification as trucks travel throughout the country.

ASPEN identifies unsafe trucks and problem drivers that have incurred violations in other states and flags them for remedial or punitive action in California.



LIDAR

Nearly 800 laser tracking units have been purchased for speed enforcement to supplement radar. The immensely target-specific lidar units are used in congested traffic and by commercial vehicle mini-strike forces.

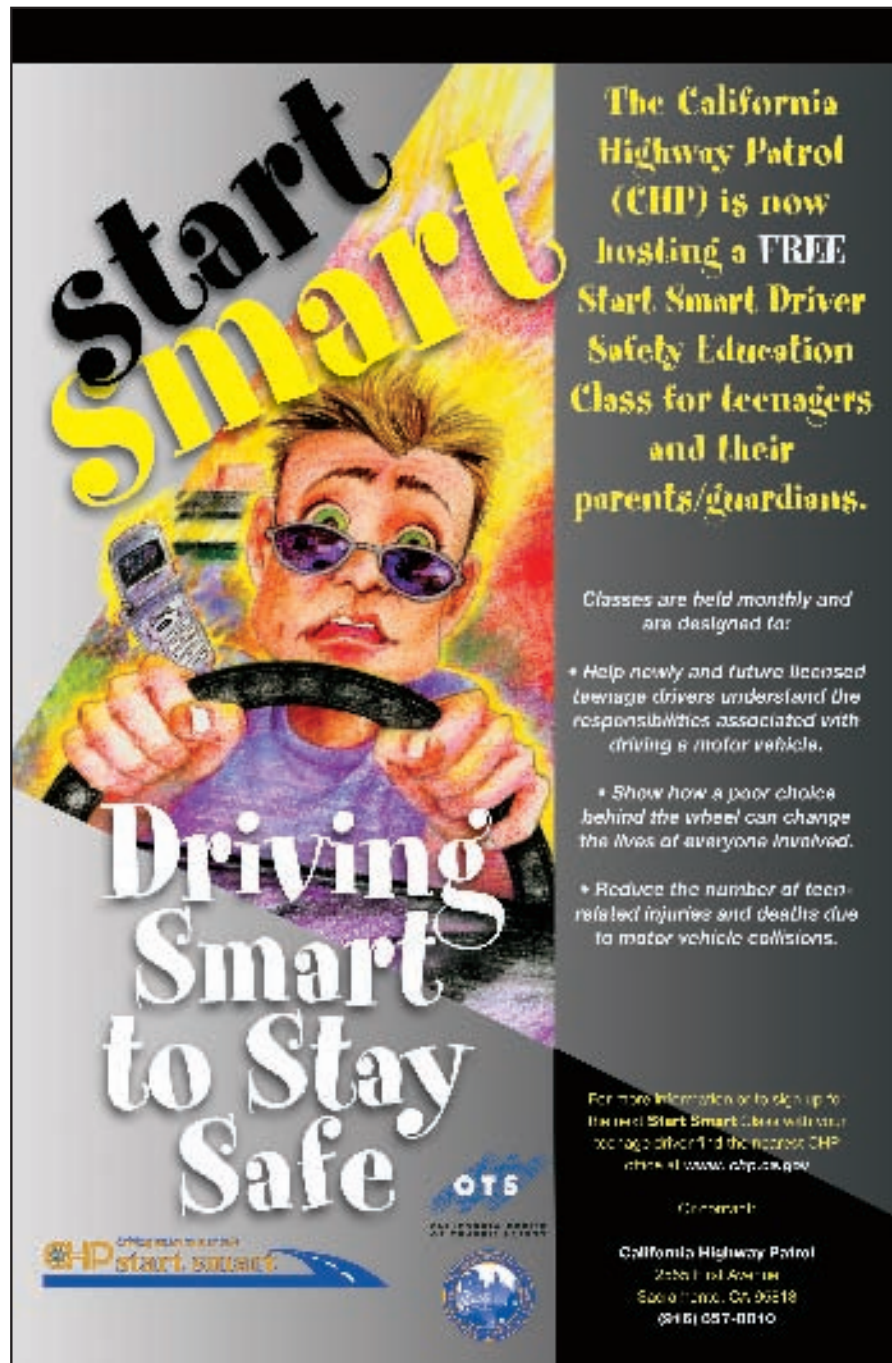
Photos by Michael Wong



START SMART

Start Smart, the CHP's driving safety class for teens, educates new drivers about collision avoidance, safety belts and the teen graduated license law.

Teens participating in Start Smart:
16,000



Start Smart

The California Highway Patrol (CHP) is now hosting a **FREE Start Smart Driver Safety Education Class** for teenagers and their parents/guardians.

Classes are held monthly and are designed for:

- Help newly and future licensed teenage drivers understand the responsibilities associated with driving a motor vehicle.
- Show how a poor choice behind the wheel can change the lives of everyone involved.
- Reduce the number of teen-related injuries and deaths due to motor vehicle collisions.

For more information or to sign up to the next Start Smart Class with your teenage driver find the nearest CHP check at www.chp.ca.gov.

California Highway Patrol
2025 Folsom Avenue
Sacramento, CA 95818
(916) 657-0010

CHP start smart

OTS
OFFICIAL TRAINING
OF PROBATION STAFF



IMPACT TEEN DRIVERS

Impact Teen Drivers is a nonprofit education and awareness program for teenagers aimed at reducing deaths due to poor decision-making and distracted driving. Schools are provided with posters, DVDs and other materials designed to engage teens and speak from their perspective. The CHP partners with the California Association of Highway Patrolmen to implement their IMPACT Teen Driving Program throughout the state's high schools.

MAXIMIZE SERVICE *to the public*



WEB SITE

The CHP Web site provided visitors with information ranging from local office locations to rush hour traffic and statewide road conditions.

Web site hits in 2008: 140 million

In 1948 civilians replaced officers as dispatchers.

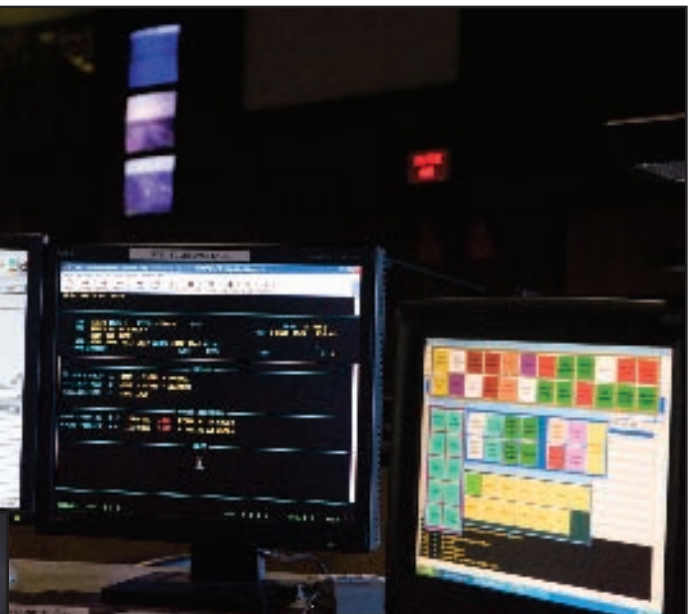
In 1989 the CHP established Computer Aided Dispatch (CAD).

COMPUTER AIDED DISPATCH

Computer Aided Dispatch logs information, primarily from the public, on collisions and traffic conditions. With some slight modifications for privacy and officer safety, dispatchers quickly transmit CAD data to the CAD Media Traffic Page on the CHP Web site to help keep the public informed.

Media scan the traffic page to compile their broadcasts. In addition, CHP media officers at Transportation Management Centers augment radio and television coverage by airing live updates during commute hours so the public can adjust their driving routes if necessary.

The public also can view the Traffic Incident Information Page, which contains CAD information to plan their trip. Travelers can even tailor their personal digital assistants to pick up CAD data for traffic and incident information.



Photos by Joe McHugh

In 1960 the CHP first tested fixed-wing aircraft and in 1962 first tested helicopters for traffic observation, motorist assists and enforcement actions.

AIRCRAFT ASSISTANCE

Today's fixed-wing planes and helicopters fly emergency medical missions, take enforcement actions, serve as aerial spotters for traffic congestion and feed information to ground-based officers and dispatchers in advance of responders' arrival on the scene.

In 2008 helicopters and fixed-wing planes were involved in 20,912 enforcement actions, 62,678 officer assists and 16,960 motorist assists.



MESSAGE SIGNS

In the last five years, changeable message signs have proliferated on California highways. They alert motorists about traffic delays, weather conditions, freeway hazards and Amber Alerts. It takes TMCs only minutes to program them.

Portable message trailers can be towed to trouble spots such as active construction zones. Trailer operators select pre-programmed alert messages for the digital screen.





1-800-TELL-CHP

1-800-TELL-CHP, a non-emergency, toll-free line, has become a national institution. Handled by the Sacramento Communications Center, 1-800-TELL-CHP receives calls from throughout the country ranging from commercial vehicle questions to chain requirements.

Statewide, motorists can receive a referral to a local CHP office for an accident report, tow question or community outreach program. The line also provides the CHP with a steady stream of tips about unregistered vehicles, stolen cars and drunk drivers.

1-800-TELL-CHP calls in 2008: 102,772

In 1954 the department established Zenith 12000, a telephone number for reporting traffic emergencies, in 10 counties.

9-1-1

Cellular telephone technology in 2009 allows CHP dispatchers to locate a caller within a few hundred feet. Victims have used the new technology to obtain life-saving help, and responders arrive faster.

Enhanced cell phone technology has also helped the CHP arrest callers who make hundreds, sometimes thousands of bogus 9-1-1 calls.

Wireless 9-1-1 calls answered by CHP in 2008: 7.4 million.



ONLINE CADET APPLICATIONS

The department in 2008 launched the Cadet Application Online process. In the first year, nearly 75 percent of applications were submitted online.

While the cadet application workload has more than doubled, the CAO reduced paper consumption and eased the application prescreening process. The CHP's recruitment Web site, www.chpcareers.com, has a link to CAO.

[Cadet Applications: 2007 23,000 2008 50,000]

Upcoming is an online application tracking system which will replace the existing applicant processing system. The cadet applicant tracking system will inform prospective cadets online of their application status.



ASSIST ALLIED *agencies*



Oakland CHP Officer Michael Mines partners with an allied agency officer in the manhunt for Lovelle Mixon, suspect in the murders of four Oakland Police Department officers.

Photo courtesy of Dan Rosenstrauch, Bay Area News Group

In 1947 the CHP began tabulating statewide collision statistics.

In 1972 mainframe computers assumed the job of processing collision data.

I-SWITRS

The CHP's Information Technology Section has designed an online Web application called I-SWITRS to allow allied agencies to access collision data from any computer workstation with Internet access. Allied agencies now have the ability to process and retrieve their own reports electronically.

Given the success of the I-SWITRS Web application, the CHP is expanding the service to the public to allow access to the most frequently-requested collision statistics.



Early CHP Mainframe



New Orleans, Louisiana

HURRICANE KATRINA

Winds, levee breaks and the resulting flooding left law enforcement in the New Orleans area unable to cope. In response to a request for aid from the Louisiana governor and the Louisiana State Police, three CHP helicopters and 234 officers from Headquarters and multiple divisions traveled 2,200 miles to assist.

An advance team flew to the region, followed by a 40-vehicle CHP caravan that transported officers and support personnel to the Gulf Coast. The teams were self-contained, since communications, lodging, food and water were unobtainable.

Officers worked with their counterparts from the state and local agencies to provide logistical support, conduct house-to-house and aerial searches, rescue stranded citizens and arrest looters.



Photos by Michael Wang

Sgt. Charles Sampson (foreground), assisted by Lt. Joe Reyes, detains a suspect during a gang suppression detail in the City of Compton.

Photo by Gary Adkins



GANG SUPPRESSION

Communities from Oakland to Desert Hot Springs have seen safer streets and decreases in drug and gang activity, thanks to the addition of CHP officers to their street patrols. Gov. Schwarzenegger authorized CHP assistance on an overtime basis through state anti-gang funding.



WILDFIRES

Recent drought-induced wildfires whipped through California causing mass evacuations and widespread destruction. The CHP stepped up to help local fire and police agencies.

Officers canvassed house to house, evacuating families from entire cities. They rerouted traffic around massive fires and established checkpoints to screen returnees. One patrol officer/air operations team spotted and arrested an arsonist responsible for a major fire.



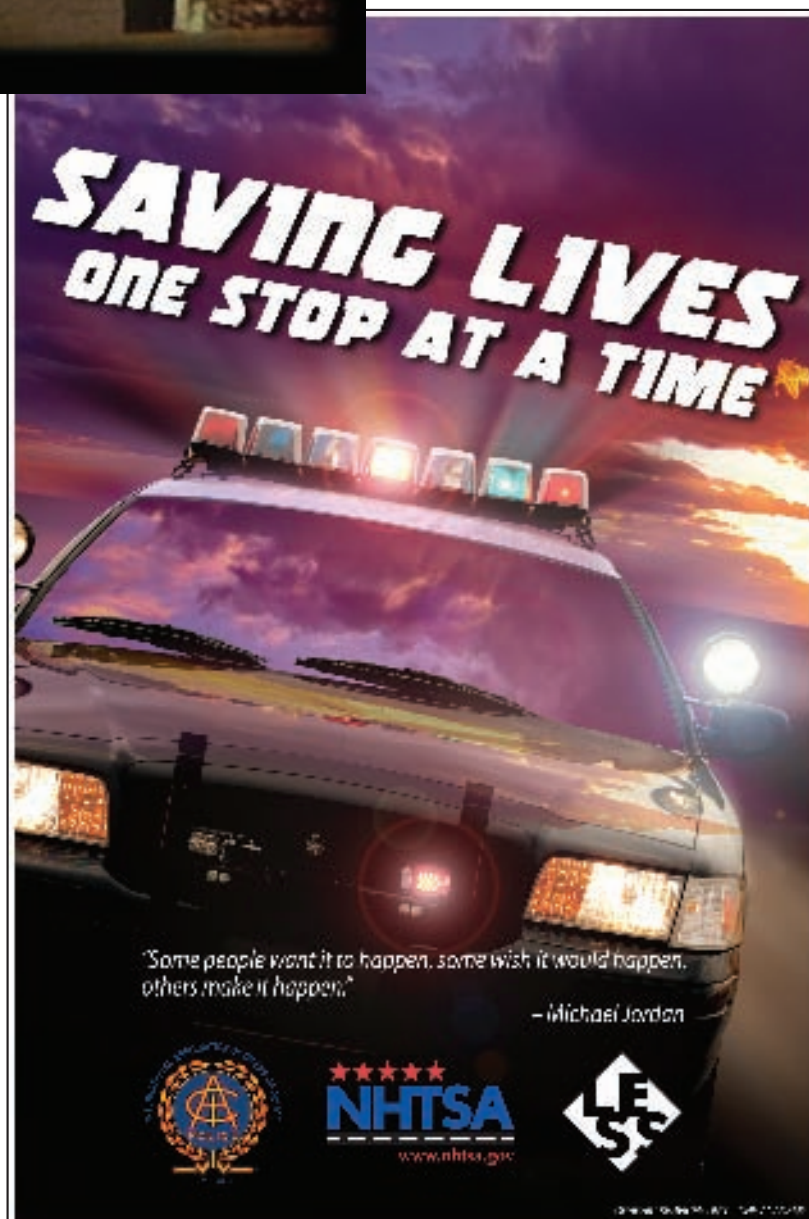
In 1964 the CHP produced and distributed the first version of the cautionary safety film, “Red Asphalt,” used extensively as an educational tool by other states, law enforcement, and the U.S. Military.


“SAVING LIVES”

A CHP-produced 2009 DVD, “Saving Lives – One Stop at a Time,” has been distributed to law enforcement agencies nationwide and in Canada. It emphasizes the positive impact of traffic enforcement, from preventing crashes to capturing criminals.

The DVD features interviews with chiefs and officers from throughout the country, including CHP officers and Commissioner Joe Farrow. Also featured is the county sheriff who, as an officer, made the traffic stop that captured Oklahoma City bomber Timothy McVeigh.

“Saving Lives” was a cooperative effort with the International Association of Chiefs of Police and the National Highway Traffic Safety Administration.





IMPROVE DEPARTMENTAL *efficiency*

Los Angeles Regional Transportation Management Center is a joint CHP/Caltrans facility positioned at the busy convergence of state Routes 2 and 134.

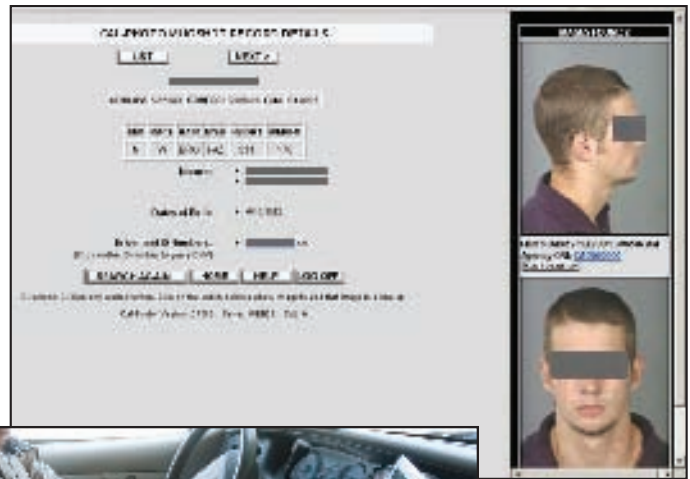
Caltrans Photo by Thomas Ritter

The CHP has launched a wide range of initiatives to make the department operate more efficiently. The department's efforts have additional benefits for public safety and allied agency cooperation.

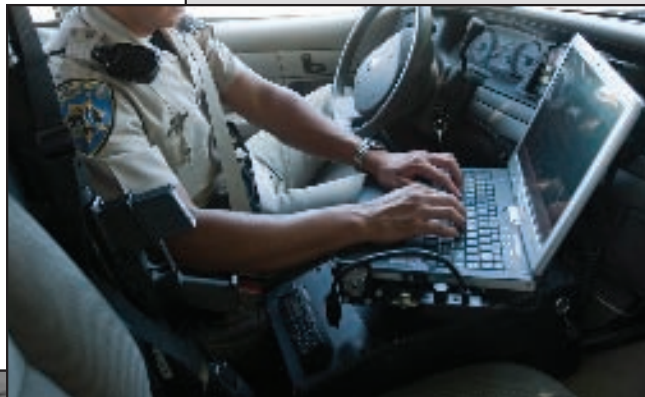
LAPTOPS

Every patrol officer is now assigned a laptop to assist in processing paperwork, including activity and attendance logs, citations, arrests and collision reports.

Laptops have internet linkups that allow officers in the patrol vehicle to access Cal-Gangs for gang information and Cal-Photo for Department of Motor Vehicles photos to assure the violator's license is genuine.



Graphic courtesy state Department of Justice



In 1934 a "red flag" communications system was developed. Officers called the office if a red flag was displayed in front of designated local buildings.

In 1935 the first stationary CHP radio transmitter, KAPI, broadcast from an 80-foot tower in Grass Valley.

COMPUTER AIDED DISPATCH (CAD)

The 20-year-old CAD system will be replaced with state-of-the-art equipment that significantly improves officer safety and dispatch efficiency. The new equipment will include tools such as an automatic vehicle locator that allows dispatchers to send the closest officer in an emergency.

The new system also will allow management to review incidents for analysis and permit transfer of control and incident data of an active incident from one communications center to another.





In the 1930s the CHP first tested a car radio, which positioned the speaker on the running board.

RADIO UPGRADES

Today, officers and the public will be safer with a top-to-bottom enhancement of the CHP's 40-year-old radio system, now midway through a five-year acquisition and installation process.

Every piece of radio infrastructure will be replaced with state-of-the-art equipment, eliminating breakdowns.

The CHP's 272 remote radio sites statewide are first in line for upgrades, along with 175 facilities, including area offices, communications and dispatch centers, inspection facilities and platform scales.

Remote sites will receive updated equipment as part of the new radio system.

The new system includes components and essential software that connect the CHP's low band with the high band frequencies used by most other agencies. The two will be able to talk directly rather than using the dispatcher as intermediary.



In 1930 electric sirens were installed on 80 motorcycles, replacing friction units.

In 1968 roof-mounted light bars were tested on 50 enforcement-class cars.



CONSOLIDATED PATROL VEHICLE ENVIRONMENT

A new technology breakthrough involves the Consolidated Patrol Vehicle Environment. The new comprehensive system will consolidate patrol vehicle equipment, such as the four mobile radios, scanner, light bar and mobile digital computer, into the trunk and minimize clutter in the passenger compartment. Officers will be able to activate lights, siren, radio and other systems by voice.

Additionally, radio equipment will be moved out of the passenger compartment, which will lessen the possibility of injury if a crash knocks equipment loose.

The environment will have redundant control features, including a touch screen display and a tactical hand control device.

Patrol vehicle trunks will look similar to this consolidated environment prototype.



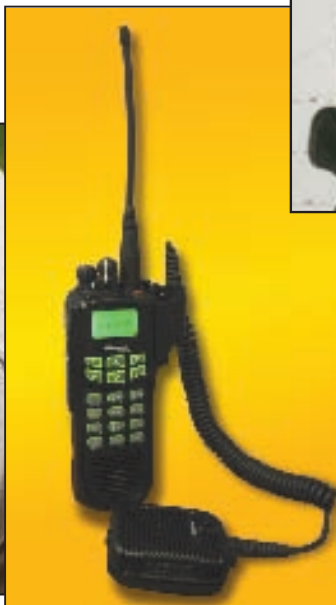
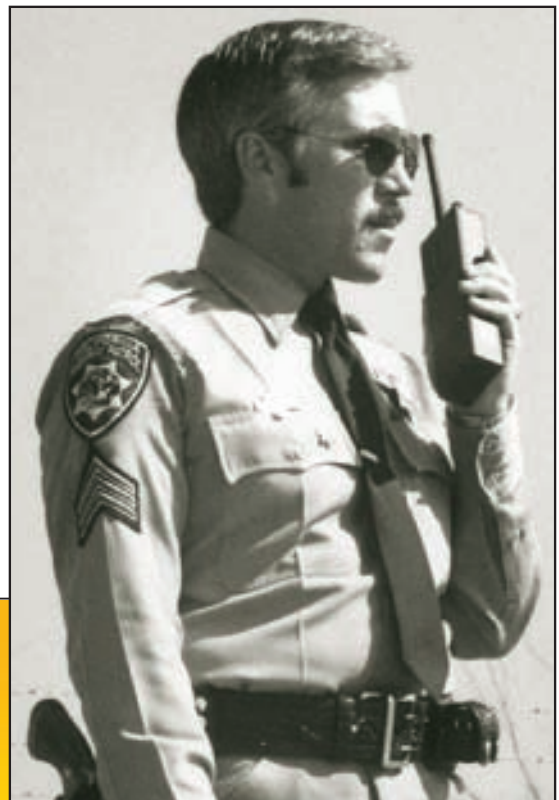
In 1981 officers first began carrying portable radio extenders in the field.

PORTABLE RADIO VEHICLE REPEATER SYSTEM

Outside their vehicles, officers wear a portable extender linked to their car radio to communicate with other officers and dispatchers. Currently, the extenders have a range of approximately 500 feet and lack ability to communicate with a majority of agencies.

A new generation of stand-alone portable radio will be capable of operating approximately one mile from the vehicle and switch between low- and high-band systems, as well as provide direct access to 800 MHz trunked radio systems.

Allied agencies will benefit by purchasing off the CHP's 15 radio and patrol vehicle contracts at the same negotiated prices



New expanded-range portable radio replaces current model.



Photo by Joe McHugh

CAMERAS IN CARS

The department is scheduled to begin installing 1900 digital cameras in primary enforcement vehicles during 2009. The cameras, which switch on automatically when the Forward Red or Code 3 lights are activated, record audio and video of enforcement stops and suspect behavior on DVD.

A national study found that in-car cameras increase officer safety, ensure successful prosecutions and decrease liability claims.

In-car cameras feature front zoom and wide-angle back seat capability in one housing.



Photo by Michael Wong

ENERGY SAVING FLEX FUELS

The department took a big step during 2008-2009 to reduce foreign oil dependence and cut emissions by converting most of its enforcement fleet to flex fuels.

All black-and-white enforcement vehicles and some undercover pickups will be able to use either gasoline or Ethanol 85, a blend of 15 percent gasoline and 85 percent alcohol.

The ethanol option reduces yearly consumption per vehicle from an average of 18 barrels of oil to 5.7 barrels. In addition, ethanol fuel will shrink carbon tailpipe emissions by 17 percent.

Ethanol fuel will not reduce performance demanded of CHP vehicles.

Projected average reduction in yearly oil use per vehicle: 12.3 barrels



Photo by Gregg Peterson



Photo by Michael Wong

PROTECT PUBLIC *and state assets*



Photo by Joe McHugh

COMPUTER CRIMES INVESTIGATION UNIT

To meet the threat of high-tech crime, the CHP established the Computer Crimes Investigations Unit. Investigators protect the integrity of state computer systems by looking into alleged acts of criminal misconduct ranging from e-mail threats to widespread identity theft.

In addition to its primary mission, the unit provides technology support, which plays an increasingly important role in collision and criminal investigation.

Activities include information technology search warrant preparation, computer forensic examinations and data retrieval from laptops, cell phones, personal digital assistants and other digital storage media.

The unit won an international award for developing a technique to transfer Web images directly to criminal warrants.

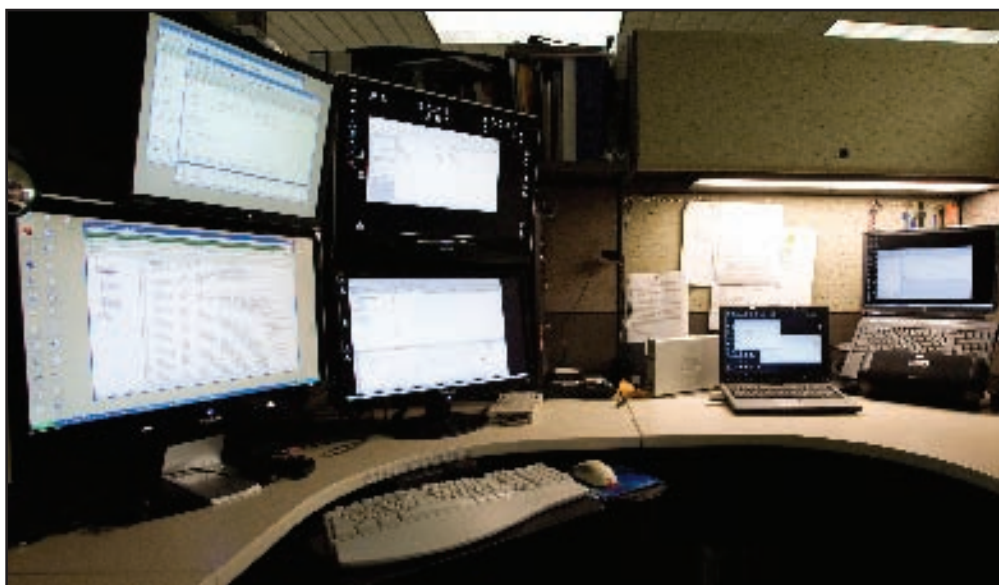


Photo by Joe McHugh



In 1961 a CHP employee fed punched tape containing records of stolen vehicles into the department's vehicle theft teletype.

AUTOMATED LICENSE PLATE RECOGNITION SYSTEM

Scanners mounted atop selected patrol vehicles were responsible for recovering 479 stolen cars during 2007. The Automated License Plate Recognition System scans license plates as traffic passes the patrol car.

Software compares the plate to stolen vehicle, felony wants and Amber Alert data bases. When a scan gets a hit, a laptop inside the car notifies the officer.



Photo by Michael Wong

PROVIDE HOMELAND *security*



During World War II motorcycle officers equipped with M-28 machine guns escorted munitions convoys and patrolled the coast looking for enemy saboteurs.



In 1995 when the CHP merged with the California State Police, the department took over duties for dignitary protection, safety of state buildings and security of the state Capitol.



BOMB ROBOT

The Protective Services Division is responsible for operation of the bomb robot, a highly-engineered mechanism to locate, disrupt, disengage and move explosive devices. The robot has a 1000-foot range and moves on an articulated track that allows it to be guided onto a truck or airplane.

The robot's fiber-optic cable gives it ability to take x-rays and transmit pictures of suspicious objects and their surroundings. Using an extendable claw and rotating, adjustable arm, the robot can transfer an explosive device to a bomb trailer for transport to a disposal site.



*Bomb robot claw holding mock pipe bomb
Photo by Gregg Peterson*

RAPID RESPONSE VEHICLES

The CHP's nine Rapid Response Vehicles (RRVs) are packed with high-tech communications and logistics equipment designed for crises. Radio translating equipment creates a bridge for more than 200 allied agencies whose radio networks are incompatible with the CHP and with each other.

The unit's mobile telephones work directly off satellite rather than cell towers, and a specialized antenna dish allows CHP aircraft to download real-time aerial video to an RRV screen.





WATER CRAFT

Two boats have been added to the CHP's enforcement fleet to perform homeland security and other law enforcement tasks.

Some of the crew's duties include bridge inspection, search and rescue, protection of state assets in flooded areas, and transportation of CHP Special Operations Units

Photos by Joe McHugh



CARRY THE BEST *Tools for the Job*



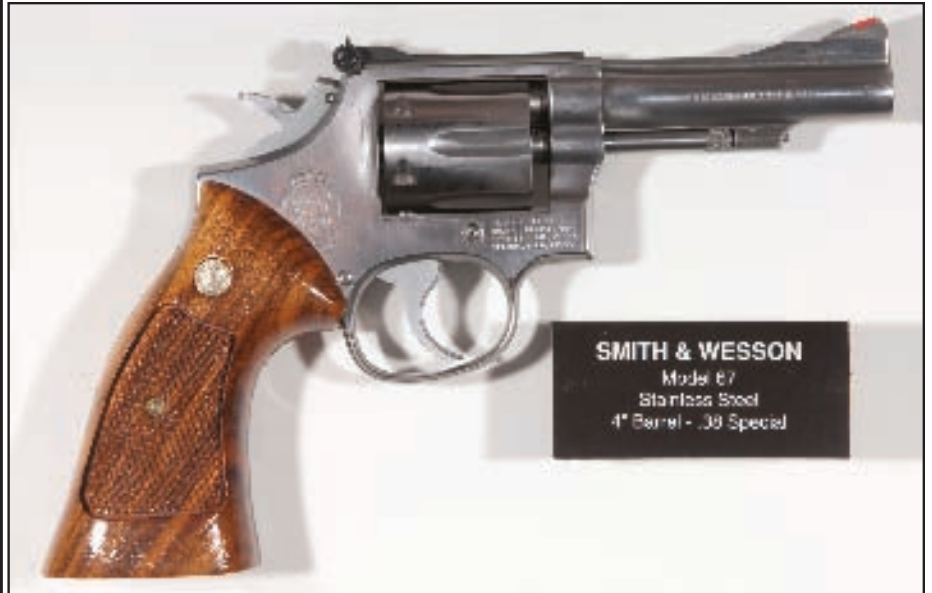
Taser training Officer Larry Olveda of the academy Weapons Training Unit demonstrates the temporary effects of a Taser on a cadet volunteer.

Photo by Joe McHugh



In 1929 officers paid for their uniform and weapon from their \$170 per-month salary.

In 1976 the .38-caliber revolver was authorized as the on-duty weapon.



In 1991 officers began carrying a .40-caliber semi-automatic weapon.

In 2006 the CHP acquired the .40-caliber Smith & Wesson tactical weapon, an update with tighter tolerances and an integral accessory rail that allowed for addition of a pistol light.



CHP officers over the years have employed a variety of weapons. The types and models of departmentally-issued weapons have evolved to provide maximum protection from criminal elements. With advancements in technology, officers now are trained and authorized to use less-lethal weapons in specific situations.



One less-lethal weapon is the conductive energy weapon, also known by its brand name, Taser. When it is fired, the Taser sends twin darts into the suspect's clothing or skin transmitting a low-level current. The subject is momentarily disabled without permanent injury.





Since 1965 every patrol car has been equipped with a shotgun. The department uses the same model it did then: the Remington 870 police magnum.

In addition to each vehicle's lethal shotgun, every area office is issued two less-lethal shotguns. Use is limited to situations where officers have time to use them, such as an extended standoff.

Less-lethal shotguns enable officers to engage a suspect up to 65 feet away. The weapon launches a beanbag filled with small lead shot that delivers kinetic energy from the propelled bag to the suspect.

Less-lethal shotguns are equipped with orange slide and end stocks so they won't be mistaken for lethal shotguns.

Photo by Gregg Peterson



GEOGRAPHICAL *map*

101 NORTHERN DIVISION REDDING

- 120 Crescent City
- 125 Humboldt
- 126 Garberville
- 130 Red Bluff
- 131 Cottonwood Inspection Facility
- 135 Redding
- 140 Susanville
- 145 Yreka
- 146 Mt. Shasta
- 147 Dunsuir Grade Inspection Facility
- 150 Ukiah
- 151 Clear Lake
- 155 Williams
- 160 Willows
- 165 Quincy
- 170 Alturas
- 175 Trinity River

201 VALLEY DIVISION SACRAMENTO

- 214 Sacramento Communications Center
- 220 Auburn
- 221 Gold Run
- 222 Truckee
- 223 Donner Pass Inspection Facility
- 230 Grass Valley
- 240 Oroville
- 241 Chico
- 245 Placerville
- 246 South Lake Tahoe
- 250 North Sacramento
- 252 South Sacramento
- 255 San Andreas
- 260 Rancho Cordova
- 265 Stockton
- 266 Tracy
- 280 Woodland
- 285 Yuba-Sutter
- 295 Amador

401 CENTRAL DIVISION FRESNO

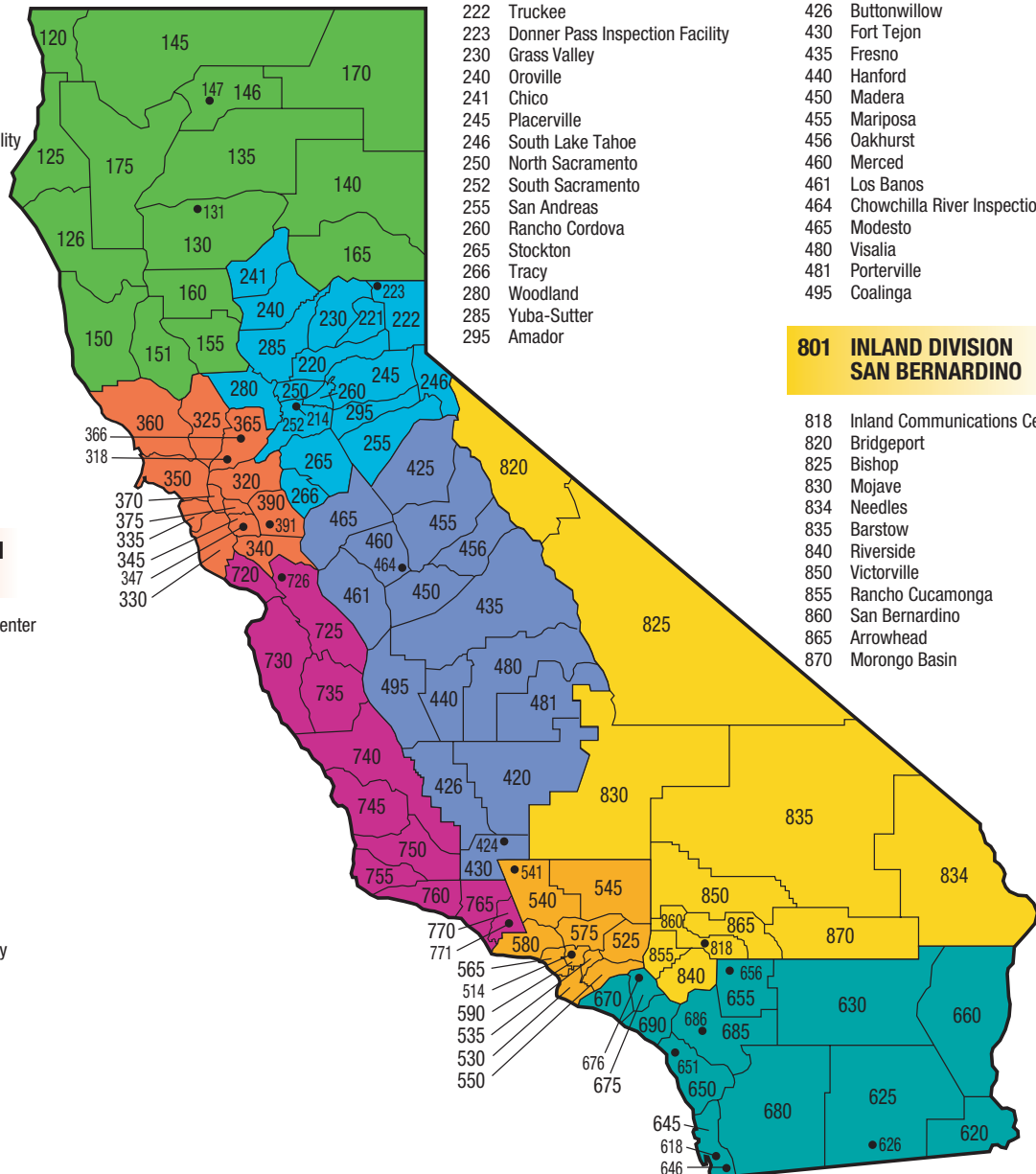
- 420 Bakersfield
- 424 Grapevine Inspection Facility
- 425 Sonora
- 426 Buttonwillow
- 430 Fort Tejon
- 435 Fresno
- 440 Hanford
- 450 Madera
- 455 Mariposa
- 456 Oakhurst
- 460 Merced
- 461 Los Banos
- 464 Chowchilla River Inspection Facility
- 465 Modesto
- 480 Visalia
- 481 Porterville
- 495 Coalinga

801 INLAND DIVISION SAN BERNARDINO

- 818 Inland Communications Center
- 820 Bridgeport
- 825 Bishop
- 830 Mojave
- 834 Needles
- 835 Barstow
- 840 Riverside
- 850 Victorville
- 855 Rancho Cucamonga
- 860 San Bernardino
- 865 Arrowhead
- 870 Morongo Basin

301 GOLDEN GATE DIVISION VALLEJO

- 318 Golden Gate Communications Center
- 320 Contra Costa
- 325 Napa
- 330 Redwood City
- 335 San Francisco
- 340 San Jose
- 345 Hayward
- 347 Nimitz Inspection Facility
- 350 Marin
- 360 Santa Rosa
- 365 Solano
- 366 Cordelia Inspection Facility
- 370 Oakland
- 375 Castro Valley
- 390 Dublin
- 391 Mission Grade Inspection Facility



701 COASTAL DIVISION SAN LUIS OBISPO

- 720 Santa Cruz
- 725 Hollister-Gilroy
- 726 Gilroy Inspection Facility
- 730 Monterey
- 735 King City
- 740 Templeton
- 745 San Luis Obispo
- 750 Santa Maria
- 755 Buellton
- 760 Santa Barbara
- 765 Ventura
- 770 Moorpark
- 771 Conejo Inspection Facility

501 SOUTHERN DIVISION LOS ANGELES

- 514 Los Angeles Communications Center
- 525 Baldwin Park
- 530 South Los Angeles
- 535 East Los Angeles
- 540 Newhall
- 541 Castaic Inspection Facility
- 545 Antelope Valley
- 550 Santa Fe Springs
- 565 West Los Angeles
- 575 Altadena
- 580 West Valley
- 590 Central Los Angeles

601 BORDER DIVISION SAN DIEGO

- 618 Border Communications Center
- 620 Winterhaven
- 625 El Centro
- 626 Calexico Inspection Facility
- 630 Indio
- 645 San Diego
- 646 Otay Mesa Inspection Facility
- 650 Oceanside
- 651 San Onofre Inspection Facility
- 655 San Geronio Pass
- 656 Desert Hills Inspection Facility
- 660 Blythe
- 670 Westminster
- 675 Santa Ana
- 676 Orange County Communications Center
- 680 El Cajon
- 685 Temecula
- 686 Rainbow Inspection Facility
- 690 Capistrano

*2009 Academy EVOC Demonstration
Photo by Michael Wong*





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